

Juanita S. Dilley
Glover Lick, W. Va.
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Transportation to Staunton..... 1775-----1902

Carrying by packhorses had become a great business in the pioneer days and the horse owners were very angry when the wagons began to take away their trade.

The first wagons were built very large and strong to carry freight, and was drawn by four and sometimes by six horses. These wagons were unusually long and the beds curved upwards at the ends, so that inside and out they were shaped somewhat like a canoe. The advantage of this was that the load did not slide but rode steadily when the wagons went up and down steep hills. The wheels were very large and had wide tires so that the heavy loads would not rut the roads. They were painted blue and red and covered with a canopy of cloth so that they looked like the "prairie schooners" which in later days were the emigrant wagons of the western plains. Each wagon had a tool box fastened on the side, and a bucket of tar and water pail hung beneath. The last one of these old style wagons was owned by the late Henry Sheets. The horses were well fed, matched and strong, with good harness and many jingling bells. The drivers were rough and ready men who camped by the road side when night came, and would sit around the camp fires and tell stories, and enjoy their own repast, which consisted of flat cake, corn pone fried in ham gravy, bacon and eggs, good coffee, and alr-

ays a pint of very best whiskey for their stomach's sake, and never failed to thank the Lord for Timothy's stomach. The old pioneer wagoners were an honest and sociable class, and were always loyal to each other. When a driver was stuck in the mud he had to wait until another team came up to pull him out upon hard ground again.

As soon as the old wagon roads were constructed across the Allegheny Mountains, scores of these wagons were going and coming on the road in the days when people were not dreaming of freight trains, trucks and autos. But these pioneer wagons which were called "conestoga" was as important to them as these other things are to us. The early settlers of Upper Pocahontas would make a round trip to Richmond in six weeks; they would take a load of venison and maple sugar and trade it in the city of Richmond for the produce needed by the pioneer. Later when Staunton became a railroad center, they could make a ~~round~~ ^{round} trip in about eight days.

Afterwards, when the trains came nearer, they would patronize the nearest station and haul goods from Millboro, and later from Hot Springs, and still later from Huttonsville, and finally from Cess and Durbin in 1902.

The 1920's saw the passing away of wagon teams, in even those communities not on the railroad. 155 years ago Greenbank and surrounding community were shut of by rough trails, but now has paved roads and teams by truck.

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History of Greenbank
By -----Rosece W. Brown